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# AIRBORNE SEPARATION VIDEO SYSTEM GOVERNMENT SUITABILITY TEST

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## ABSTRACT

1. Due to decreasing DOD funds, the development of new tools to increase the efficiency of air vehicle/store compatibility testing was required. This need led to the design, manufacture, and test of the Airborne Separation Video System (ASVS). The ASVS is a high-speed digital imaging system that addresses the inefficiencies inherent in high-speed cameras/film as a primary recording medium for store separation events. Anticipated benefits from the ASVS are multiple buildup separation test points per flight (the store separation images can be telemetered to a ground station for qualitative analysis for near real-time analysis), a pre-release preview capability to ensure the cameras are functioning and image exposure is adequate, quicker turnaround between flights (no film processing requirements); and lower costs associated with not having to purchase, process, and dispose of the film. Following an extensive contractor test period, during which Specification requirements were evaluated, the Navy conducted suitability tests. Phase I of the government suitability tests consisted of ground tests in which a Mk 82 bomb was dropped from an F-18 into a pit. Phase II of the government suitability tests consisted of flight tests during which F-18 authorized stores were released. The NTT-C-P camera maximum illumination and dynamic range deficiencies are such that the ASVS can conduct its primary mission (recording of store separation events) but may require operator compensation (awareness of aircraft heading relative to the sun and/or more frequent shutter changes). The anti-blooming deficiency in the NTT-C-P camera has been corrected in the NTT-C-V camera. The ASVS digital images provide sufficient resolution to make qualitative analysis consistent with film. The digital format and higher contrast of the ASVS images will allow for a quicker turnaround of a six degree-of-freedom (6-DOF) solution to the engineer. The aircrew interface to the ASVS will allow real-time Mission changes (image exposure) to increase the image quality. The Data Transmission System (DTS) image quality was sufficient for the near real-time analysis of a store separation event and will allow for multiple releases in a buildup test program. The DTS image exposure information was sufficient for the determination of optimal image exposure and will allow for improved data quality due to the improved image quality. The use of the aircraft store release pulse to trigger the ASVS cameras will ensure the cameras are turned ON/OFF at the appropriate time. When the images are properly exposed, the ASVS is a suitable replacement for film and can be used to increase the efficiency of the air vehicle/store compatibility test process. The Air Force has and the Army will also conduct suitability tests.

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## **AIRBORNE SEPARATION VIDEO SYSTEM OVERVIEW**

2. The ASV program was initially designed with only a Near-Term Test Capability (NTTC) and a Long-Term Test Capability (LTTC). The NTTC was, in addition to the rest of the system and relative to the LTTC, a low resolution, large camera and would be delivered as soon as possible so that the government could start taking advantage of a digital imaging capability. The LTTC camera would be delivered at a later date allowing industry to advance to the point where the technical hurdles associated with designing and manufacturing a smaller, higher resolution camera could be overcome. Since program kick-off, additional camera requirements have been identified, they are the NTTC-P (originally the NTTC), NTTC-V (LTTC size with NTTC-P resolution), NTTC-RS (remote sensor with NTTC-P resolution) and the color versions of the above monochrome cameras. Characteristics unique to each camera are discussed below.

### **Airborne Separation Video System**

3. The ASVS is a ruggedized, high-picture rate, digital imaging system manufactured by DRS Photronics Systems of Oakland, New Jersey. It consists of a Controller/Recorder Unit, Cockpit Control Unit, Ground Interface Unit, and up to 16 digital cameras and the associated cabling and connectors. All ASVS components, with the exception of the GIU, have been ruggedized for the flight environment. Each unit uses 115 VAC (400 Hz) or 28 VDC power.

### **Cockpit Control Unit (CCU)**

4. The CCU is the operator interface for controlling the ASVS while airborne. It contains an ON/OFF switch, a RESET button, an ENTER button, six light-emitting diodes to indicate system status, and a liquid crystal display to communicate with the operator. The unit is 5.8 in. x 4.0 in. x 5.7 in. and weighs 4.3 lb. The CCU is shown in figure 1.

### **Controller/Recorder Unit (CRU)**

5. In addition to being the ASVS interface to the DTS, the CRU saves the store separation images recorded by the cameras in nonvolatile memory so that aircraft power transients do not result in permanent loss of images. The CRU's high-density hard drive has a storage capacity of 9.0 Gbytes and can save 64,000 NTTC images or 16,000 LTTC images (represents 1000 high resolution images from each of 16 cameras) using lossless JPEG compression. The unit is 6.3 in. x 7.4 in. x 4.8 in. and weighs 8.4 lb. The CRU is shown in figure 1.

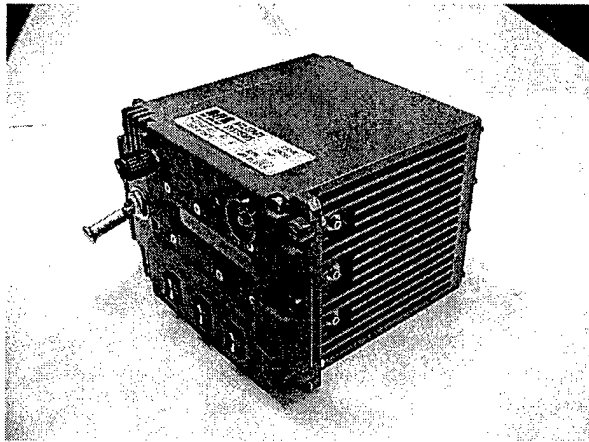
### **NTTC-P Digital Camera**

6. The NTTC-P digital camera (up to 16 per system), operating at 30, 200, or 400 pictures per second (pps), can each save 1,000 monochrome images per event. When the camera's memory is full, the images are downloaded to the CRU where they are stored in nonvolatile memory. The two primary functional capabilities of the camera are that it can be triggered to record images via the store release pulse and it can record images before the receipt of the store release pulse (the previous 1,000 images are stored in the camera at any one time). This allows the cameras to start recording without specific aircrew action and, that because of electrical and mechanical delays in the aircraft armament system, store first motion is not missed. After the images are downloaded to the CRU, the cameras can be RESET to record

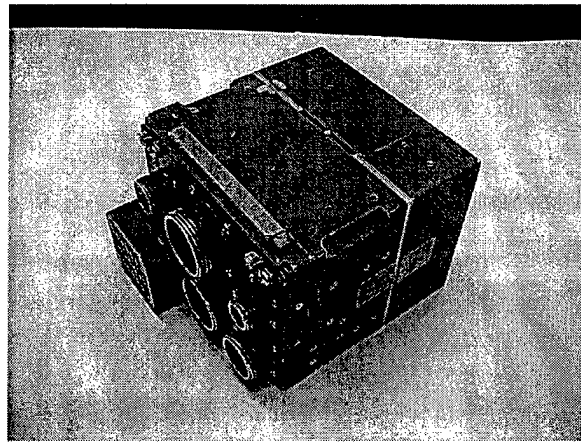
additional images. The NTTC camera can measure edges separated by a maximum of two inches at a range of 28 feet in a field of view of 39 feet (horizontal) and 39 feet (vertical). The NTTC-P camera is 8.7 in. x 5.4 in. x 4.3 in. and weighs 9.9 lb. The NTTC-P is a prototype camera only. The NTTC-P CCD contains a monochrome, 512 x 512 pixel array and each pixel has 8 bit resolution.

### **NTTC-V Digital Camera**

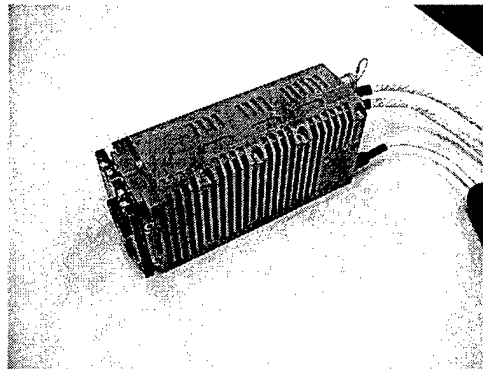
7. The NTTC-V digital camera is the first of several camera versions planned for production and is similar to the NTTC-P camera with the following exceptions. The NTTC-V camera is smaller and lighter, i.e., 2.6 in. x 3.4 in. x 7.4 in. and weighs 5.0 lb. The smaller size of the NTTC-V represents a 70% reduction in the size of the NTTC-P. The NTTC-V camera uses the next generation CCD that markedly improves image quality. The NTTC-V will be produced in monochrome and color versions. The NTTC-V digital camera is shown in figure 1.



Cockpit Control Unit



Controller/Recorder Unit



NTTC-V Digital Camera

Figure 1. ASVS Airborne Components (GIU not shown)

### **NTTC-RS (Remote Sensor) Digital Camera**

8. The NTTC-RS digital camera is similar to the NTTC-V camera with the following exceptions. The NTTC-RS CCD package can be separated from the camera memory and electronics by up to 30 ft. This will allow a minimum drag configuration because only the small

CCD package will be exposed to the airflow. The NTTC-RS is currently in development with production expected to begin in 1999.

### **Long-Term Test Capability (LTTC) Digital Camera**

9. The LTTC digital camera will be similar to the NTTC-V camera with the following exception. The LTTC camera will have a 1024 x 1024 pixel array. This requires image file sizes that are 4 times larger than the NTTC camera. The ASVS Specification requires the LTTC camera to be able to measure edges separated by a maximum of one inch at a range of 28 feet in a field of view of 39 feet (horizontal) and 39 feet (vertical). The LTTC camera is currently in design with production expected to begin in 2000.

### **Ground Interface Unit (GIU)**

10. The GIU is the primary means of interfacing with the ASVS on the ground and is used by camera support personnel to configure the ASVS for flight. This includes setting the camera's picture rate, shutter speed, record time, trigger delays, which cameras will record images for each release, and how the cameras are triggered. The GIU is also used to download the images from the CRU during postflight operations for subsequent viewing and analysis.

### **Data Transmission System (DTS)**

11. The DTS (airborne and ground equipment) is used to transmit prerelease images to the ground for preview prior to store release. Additionally, store separation images can be sent to the ground through the DTS for near real-time qualitative store separation analysis. The DTS consists of an interface insertion generator (ASVS interface box), video encoder, encryptor (or randomizer), and transmitter. Whereas the insertion generator was developed specifically to interface with the ASVS, all other components, including the ground receiving/decoding/display equipment, are already in use at government test facilities. The ASVS Specification requires 1000 images from each of 7 cameras to be transmitted to the ground in less than 15 minutes.

### **Qualitative Data Reduction System (QDRS)**

12. The QDRS is a Gateway personal computer. It will contain a 500 MHz Pentium III processor, 18.0 Gbyte removable hard drive, 256 Mbytes of RAM, a DRS-proprietary Color Video Processor (CVP) card, a read/write CD drive, an Exabyte Mammoth tape drive, and a 100 GB RAID (redundant array of independent disks). The CVP card is used to decompress and reconstruct color ASV images. The QDRS is used to view the ASVS digital images to make a qualitative assessment of the store's separation characteristics. Special QDRS software will be developed to meet the functional capabilities determined by the government.

### **ASVS Benefits**

13. Prior to release, images can be transmitted to the ground where personnel can evaluate image quality for possible exposure changes. This gives the engineer the best images possible for analysis. After the test, the images can be transmitted to the ground for a near-realtime analysis that provides the capability to conduct multiple build-up points per flight. Multiple buildup points per flight represents the largest benefit from digital video as it could greatly reduce test schedules (fewer flights) and greatly reduced test cost (lower flight hour and range

costs). Hands-off camera activation will free the aircrew from having to turn the cameras ON/OFF during a high-workload activity, i.e., when trying to fly a high risk, close tolerance test point. Because the ASV images are already in a digital format the significant cost/time associated with processing film for qualitative analysis and digitizing the film for quantitative analysis is avoided. Film purchase costs are avoided as well. Additionally the editing, playback, and archiving are greatly facilitated by the digital video format.

### **ASVS Functional Capabilities**

14. The following is a list of the most important functional capabilities of the ASV system.

- Camera picture rates of 30, 200, and 400 pps
- Camera memory of 1000 images
- Control and download data from any combination of 16 NTTC and LTTC cameras
- Maintain digital image format from acquisition to display
- Compatible with government owned transmission equipment
- Compatible with existing camera mounts and lenses
- Transmit images (7 cameras) from the aircraft to the ground within 15 minutes
- Download images (16 cameras) from the aircraft to the GIU within 60 minutes

### **ASVS Operational Capabilities**

15. The following is a list of the most important operational capabilities of the ASV system.

- CRU storage capacity of 1000 images from up to 16 LTTC cameras
- Accept external signal, i.e., store release pulse from aircraft to trigger cameras
- Negative trigger delay, i.e., allows images to be recorded prior to first store motion
- Preview
- Auto-exposure
- Sync all cameras' shutter opening times to each other
- Placing of cameras into specific groups, i.e., Left or Right
- Synchronized to IRIG time

### **ASVS Environmental Capabilities**

16. One of the greatest program challenges was ruggedizing the cameras, and to a lesser degree the CCU and CRU, for the flight environment. The following is a list of the most important environmental capabilities of the ASV system.

- |                        |  |
|------------------------|--|
| • Temperature/Altitude | -55°C to +71°C, 0 to 50K ft, ASVS On/Off             |
| • Vibration            | Buffet, 15.1 Grms, Nonbuffet, 27.2 Grms, ASVS On/Off |
| • Shock                | 20 Gs, 7.5 msec, 3 shocks/direction, ASVS On         |
|                        | 40 Gs, 7.5 msec, 3 shocks/direction, ASVS Off        |
| • Humidity             | 10-24 hr cycles, 95% humidity, 30-60°F               |
| • Power                | MIL-STD-704  |
| • Acceleration         | 42 Gs each direction, sustained 1 minute             |
| • EMI                  | MIL-STD-461/462                                      |
| • Salt/Fog             | 48 hrs, 95°F, 5 parts salt/100, 7.0 pH               |

## **Operational Scenario**

17. Prior to take-off, the ASV Mission is loaded into the CCU and the ASV system is preflighted. An ASV Mission consists of specific events (DTS PREVIEW, manual or trigger CAPTURE, CRU or DTS DOWNLOAD, and ERASE) executed in a specific order and the desired camera settings (picture rate, camera record time, shutter duration, trigger delay) for the CAPTURE event. System preflight includes a Built-in-Test of each individual component and an overall system check. On application of power, the ASVS initializes and conducts Built-in-Test. After a 4 minute initialization period, the system is ready for sequencing through the Mission when commanded by the operator. Prior to release, the image exposure can be verified through the PREVIEW function via the DTS. After the release, the data will either be stored permanently in digital file format onboard the CRU and/or telemetered to the ground. During a test event, the pilot or a store release pulse triggers the designated group of cameras to begin recording. Following successful data transfer, the pilot is able to reset the system for additional events. Upon landing the data is downloaded from the aircraft and read into the QDRS for analysis.

## **NAWCAD PAX GROUND/FLIGHT TESTS**

### **Purpose**

18. The purpose of the test was to assess the suitability of the ASVS's qualitative and quantitative analysis capability for aircraft/store certification tests. In addition to comparing the ASVS images to film, the specific steps necessary to incorporate digital imagery into the store certification process were evaluated.

### **Tests and Test Conditions**

19. This test consisted of a ground test, 1 captive carriage flight, and 11 separation flights totaling 10.1 hr. The purpose of the ground test was to evaluate, under controlled conditions, the suitability of ASVS's qualitative and quantitative analysis capability prior to commencing with flight test. The purpose of the captive carriage flight was to ensure the ASVS could withstand the tactical jet flight environment. The purpose of the separation flights was to provide store separation events so that a comparison could be made of the qualitative and quantitative analysis capabilities of film and ASVS images.

### **Test Criteria**

20. Film, and the processes associated with it, was the test criteria as it is the medium and process currently in use. At the heart of the evaluation was whether or not the ASVS images contained sufficient resolution (i.e., can small, low contrast items, such as arming lanyards be seen?) to allow the store separation engineer to analyze all events associated with a store separation event. This include store-to-store and store-to-aircraft contact, fin opening time, lanyard motion, nose fuse arming sequence, and store trajectory. The quantitative analysis capability provided by ASVS digital images was also evaluated.

## **Qualitative Data Reduction and Analysis**

21. Store certification engineers conducted a qualitative analysis of the store trajectory, lanyard motion, fin opening times, and nose fuse arming of each flight to determine if the ASVS images contain sufficient resolution to effect adequate analysis. The functional capability of the QDRS was evaluated for image download rate, decompression/conversion rates, archival capacity, ease of use, ergonomic design, etc. IRIG time stamps and flashbulbs were used to correlate film and ASVS images.

## **Quantitative Data Reduction and Analysis - Ground**

22. The ASVS digital images were evaluated for their ability to provide an accurate photogrammetric (precise measurements using film or digital images), six degree-of-freedom (6-DOF) solution through a series of ground tests. Ground tests were conducted by recording bomb drops from an F/A-18 aircraft, calculating a 6-DOF solution using film and ASVS, and then comparing the two sets of test data to control data. Because of the dynamic nature of a store separation event, a means was required to determine the actual position/attitude of the bomb while minimizing bomb position/attitude error. This was done by optimally locating "control" film cameras with regard to camera distance, lens, and field-of-view (FOV) so that the control data error would be minimized. Upon completion of the control camera 6-DOF error assessment (position error was 0.12 inches and the average attitude error was 0.26 degree), a comparison of the ASVS and film 6-DOF solutions was made by comparing each solution from actual test drops to the control data and noting the differences. To simulate aircraft configurations, the test camera distances were varied for each release while maintaining 5.9 mm lenses. All images (ASVS, film, and control) were combined with the appropriate lens calibrations and camera orientations, and using triangulation, calculated the 6-DOF motion of the store. The analysis resulted in three 6-DOF solutions; ASVS, film, and control. A comparison of the ASVS solution versus the control solution, and of the film solution versus control solution provided the basis for determining ASVS's suitability for quantitative analysis.

## **Quantitative Data Reduction and Analysis - Flight**

23. The flight quantitative analysis was conducted by calculating a three-camera, 6-DOF solution for MK 80 series bomb tests using ASVS and film images and then comparing those solutions to each other. The same basic process was used for flight quantitative analysis that was used for the ground quantitative analysis. However, the flight test did not allow for the recording of control data as discussed previously, and therefore, a direct film to ASVS comparison was made. Whereas during the ground test, ASVS and film 6-DOF solutions were compared indirectly through the control data, the flight ASVS and film 6-DOF solutions were compared directly. The standard of comparison was whether or not the ASVS time history matched the film time history. The film 6-DOF solution was not considered to be more accurate than the ASVS 6-DOF solution but was used as the standard because it is the current, accepted medium for 6-DOF solutions.



## TEST RESULTS AND DISCUSSION

### Maximum Illumination Capability

24. The maximum illumination capability of the NTTC-P digital camera was evaluated for its effect on the ability to conduct a qualitative analysis of a store separation event. The maximum illumination capability is the amount of illumination the camera can receive without pixel saturation. Saturation occurs when the internal camera analog-to-digital converter is saturated (>255 in digital value) and renders the camera unable to differentiate between varying levels of illumination above the saturation level. Without a sufficient maximum illumination capability, the camera becomes saturated at relatively low illumination levels and image quality is degraded. The maximum illumination level of the NTTC-P was determined to be approximately 10,000 lux in laboratory tests. Illumination levels above 40,000 lux are not unusual during flight tests. The effect of low maximum illumination levels is that the store separation event data (store outline, arming lanyards, 6-DOF targets, bomb rack gas porting, flares, chaff, etc.) may not be discernible. The low maximum illumination level will reduce the ASVS qualitative analysis capability by providing less than optimum images for analysis. It has been noted during subsequent laboratory tests that the NTTC-V camera has improved the maximum illumination capability to about 18,000 lux.

### Antiblooming

25. The antiblooming capability of the NTTC-P digital camera was evaluated for its effect on the ability to conduct a qualitative analysis of a store separation event. Antiblooming is the capability of a CCD to prevent the charge from a saturated pixel to spill over into an adjacent pixel. Without sufficient antiblooming, relatively low levels of illumination in a specific area of the CCD would bleed into adjacent pixels causing those pixels to become saturated and reduce the ability to conduct qualitative analysis. During previous laboratory testing, it was determined the antiblooming capability of the NTTC-P digital camera was noncompliant (approximately 300:1 vice 1000:1). The effect of noncompliant antiblooming is that the store separation event data (store outline, arming lanyards, 6-DOF targets, bomb rack gas porting, flares, chaff, etc.) may not be discernible. Noncompliant antiblooming capability will reduce the NTTC-P digital camera's qualitative analysis capability by providing less than optimum images for analysis. The noncompliant antiblooming capability should be corrected as soon as practicable. The antiblooming capability of the NTTC-V digital camera is fully compliant.

### Dynamic Range

26. The dynamic range of the NTTC-P digital camera was evaluated for its effect on the ability to conduct a qualitative analysis of a store separation event. The dynamic range is the range of illumination a single image can detect. Without sufficient dynamic range, as the light level changes for a given exposure, image contrast will degrade faster. Insufficient dynamic range also manifests itself when a single image contains a dark area and a bright area. If sufficient dynamic range is not available, a particular area of the image will be too light or too dark. During previous laboratory testing, it was determined the dynamic range of the NTTC-P digital camera was noncompliant (approximately 44 dB vice 50 dB). The effect of noncompliant dynamic range is that the store separation event data (store outline, arming lanyards, 6-DOF targets, bomb rack gas porting, flares, chaff, etc.) may not be discernible. Noncompliant dynamic range will reduce the NTTC-P digital camera's qualitative analysis capability by

providing less than optimum images for analysis. The noncompliant dynamic range should be corrected as soon practicable.

### **Qualitative Analysis Capability**

27. The ASVS digital images were evaluated for the capability to conduct a qualitative analysis of a store separation event. This analysis includes the capability to view store outline, arming lanyards, nose fuse arming vanes, fin opening, bowtie targets, ejector gas porting, and ejector feet movement. The ASVS images were clear and store separation objects (store outline, arming lanyards, nose fuse arming vanes, fin opening, bowtie targets, and ejector feet) were easily discernible. The ASVS digital images provide sufficient resolution to make qualitative analysis consistent with film. When properly exposed (i.e., no problems associated with maximum illumination, dynamic range, or antiblooming), the ASVS digital images are satisfactory for qualitative analysis of store separation events. Figure 2 shows some of the detail present even in a very low resolution (compared to full resolution computer monitor image) image from the flight tests.

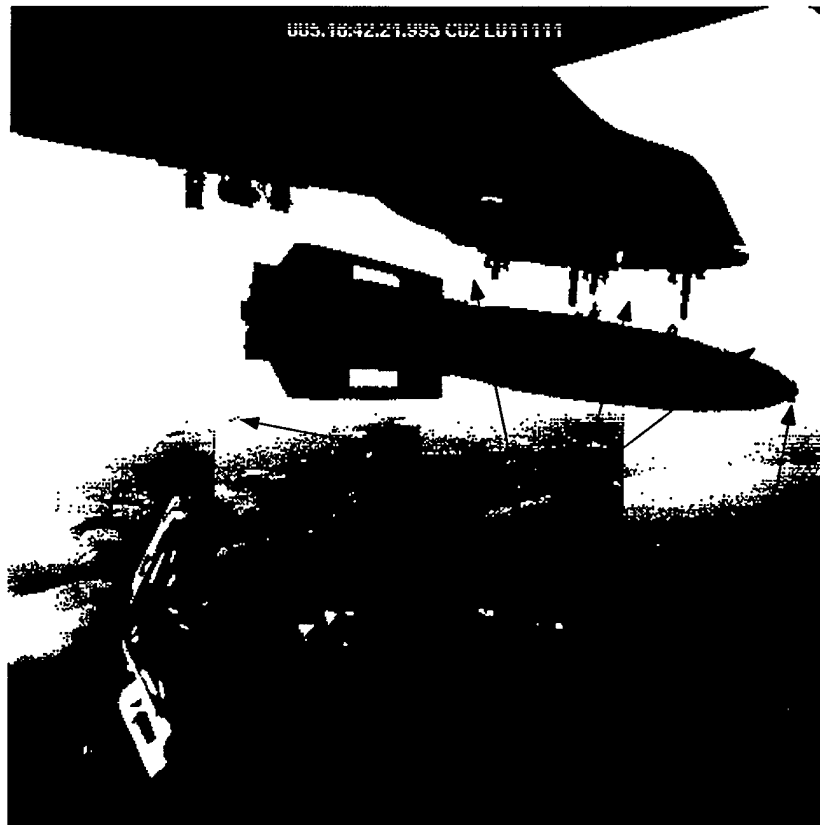


Figure 2. Sample ASVS Store Separation Image

### **Quantitative Analysis Capability**

28. The ASVS digital images were evaluated for their ability to provide an accurate 6-DOF solution during ground and flight tests. The time required to digitize the film images is not incurred when using ASVS image files (already in digital format). Additionally, the ASVS image

file size is 1/4 the digitized film image size and requires less time to display. Furthermore, the contrast of the ASVS images are better than the digitized film images making tracking of the bowtie targets easier. The digital format, smaller file size, and higher contrast of the ASVS images will allow for a quicker turnaround of a 6-DOF solution to the engineer. The ASVS 6-DOF solution was comparable with the film 6-DOF solution and will allow the store/certification community to take advantage of the many benefits associated with digital imagery. Figure 3 shows the excellent correlation between the ASV and film 6-DOF solutions for a MK 82 released from an F-18 wing station.

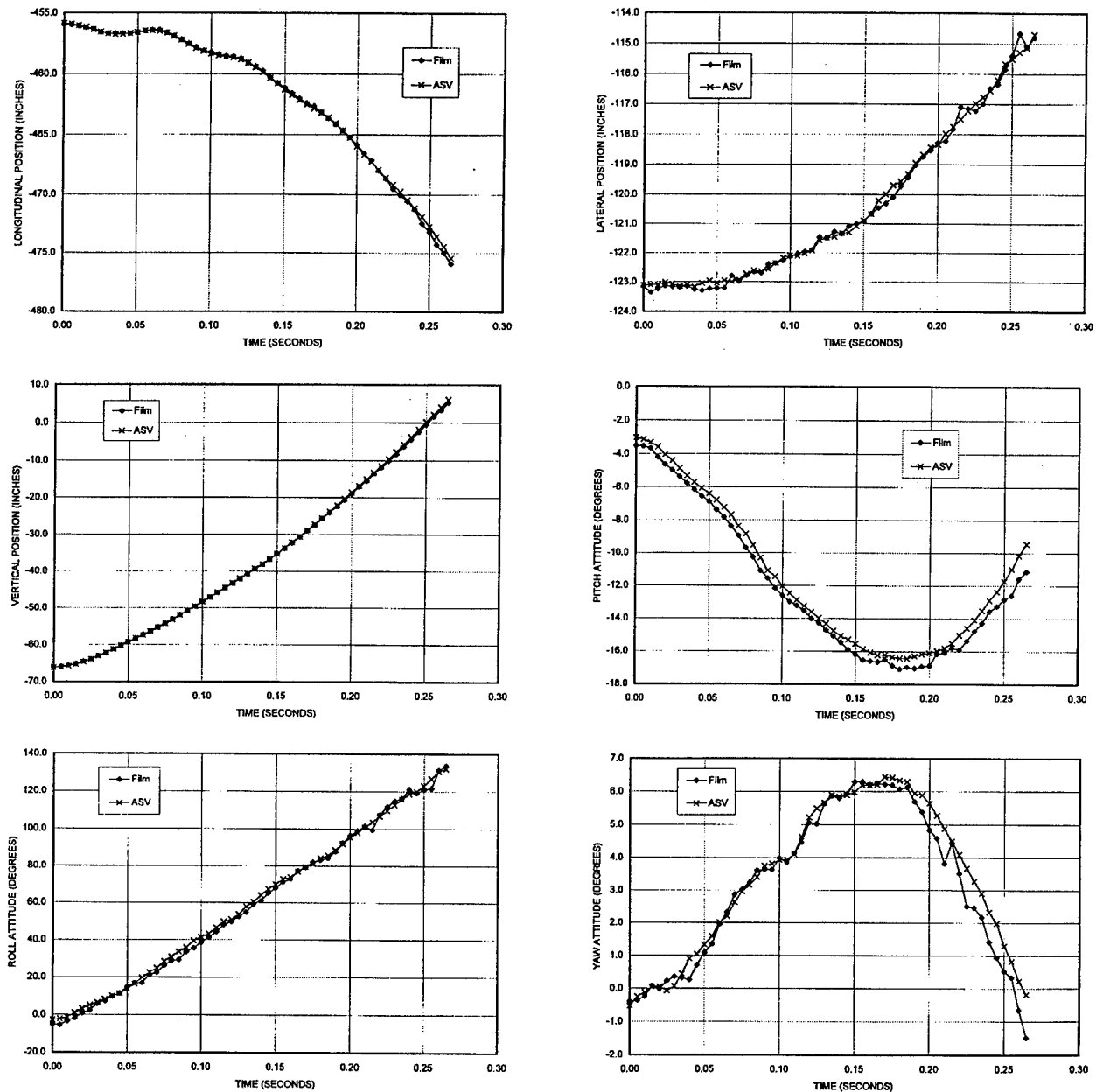


Figure 3. Sample ASV and Film 6-DOF Comparison

## **Ground Interface Unit Evaluation**

30. The GIU was evaluated for its interface capabilities with the ASVS for Mission setup, preflight checkout, and postflight data download. Mission setup, preflight checkout, and postflight data download were conducted in accordance with the procedures recommended by the contractor and modified by NAWCAD Patuxent River personnel. Mission setup and preflight checkout was easily and quickly accomplished. The ASVS allows for great flexibility in changing camera configurations at the last minute. Postflight actions were easily accomplished. The GIU is satisfactory as the interfacing with the ASVS on the ground.

## **Aircrew Interface**

31. The aircrew interface to the ASVS (through the CCU) was evaluated during each flight. Powering up the system was easily accomplished by selecting the power switch following the aircraft engine startup sequence. The ASVS BIT and startup sequence was logical and was quickly accomplished (approximately 4 min 30 sec). The CCU switches were positive feel, easily selected, and easily understood. The displays and indicator lights were easily readable, even in direct sunlight. The aircrew interface (CCU) to the ASVS is satisfactory for the aircraft/store certification mission. The aircrew interface to the ASVS will allow real-time Mission changes (image exposure) to increase the image quality.

## **Data Transmission System**

32. **Image Quality** The DTS image quality (512 x 512 ASV digital image converted to RS-170 analog image) was evaluated during each flight. DTS images were used to conduct near real-time analysis of a store separation event. When properly exposed, DTS DOWNLOAD image quality was sufficient for store separation analysis (store outline, arming lanyards, nose fuse arming vanes, fin opening, bowtie targets, and ejector feet). The DTS image quality was sufficient for the near real-time analysis of a store separation event and will allow for multiple releases per flight in a buildup test program.

33. **Preview for Real-Time Exposure Changes** DTS PREVIEW was evaluated for making real-time exposure changes. DTS images were used to evaluate image exposure prior to a release. DTS PREVIEW image exposure information was indicative of actual image exposure and effected real-time changes of image exposure to improve image exposure when necessary. The DTS image exposure information was sufficient for the determination of optimal image exposure and will allow for improved data quality due to improved image quality.

## **Image Transfer Time (Airborne)**

34. The time required to transfer image files from the NTTC camera to the CRU and DTS while airborne was evaluated to ensure a near real-time analysis could be accomplished. The time required to transfer 1000 images from each of three NTTC cameras to the CRU and DTS was 2 min 25 sec. If seven NTTC cameras are considered, the transfer time would be 5 min 38 sec. The airborne data transfer time for NTTC cameras is satisfactory and will allow for the download of store separation images to the ground for analysis, thus allowing multiple releases per flight. If the transfer rate is not increased, the transfer time of LTTC image files (four times larger than the NTTC image files) will be too long for near real-time analysis.

### **Image Transfer Time (Ground)**

35. The time required to transfer image files from the CRU to the GIU was evaluated following each flight. The time required to transfer 1,000 images from each of three NTTC cameras to the GIU was 4 min 48 sec. If 16 NTTC cameras are considered, the transfer time would be 25 min 36 sec. The ground image transfer time for NTTC images is sufficiently short to allow for multiple flights per day by shortening the time required to deliver the store separation images to the engineer for analysis. If the transfer rate is not increased, the transfer time of LTTC image files (four times larger than the NTTC image files) will be too long for quick turnaround of ASVS images for analysis.

### **Aircraft Store Release Pulse For Camera Trigger**

36. The use of the aircraft store release pulse to trigger the ASVS cameras was evaluated as a primary means of initiating an ASVS CAPTURE event to ease pilot workload during a high activity period. During weapon release, the pilot is required to conduct multiple tasks, one of which is flying the test point, often to close tolerances, and one of which is turning the film cameras ON to record the images and then OFF at the completion of the event. In all cases, when selected, the store release pulse accurately activated the ASVS cameras to start recording. The use of the aircraft store release pulse to trigger the ASVS cameras will ensure the cameras are turned ON/OFF at the appropriate time.

## **LESSONS LEARNED**

37. The digital format, smaller file size, and higher contrast of the NTTC images will allow for a quicker turnaround of 6-DOF solutions to the engineer.

38. The aircrew interface to the ASVS will allow real-time Mission changes (image exposure) to increase image quality.

40. The DTS NTTC image quality was sufficient for the near real-time analysis of a store separation event and will allow for multiple releases per flight in a buildup test program.

41. The DTS NTTC image exposure information was sufficient for the determination of optimal image exposure and will allow for improved data quality due to the improved image quality.

42. The use of the aircraft store release pulse to trigger the ASVS cameras will ensure the cameras are turned ON/OFF at the appropriate time.

43. The ease with which the display of digital images could be controlled will facilitate the analysis of ASVS store separation images.

## **CONCLUSIONS**

44. When properly exposed, the ASVS digital images provide sufficient resolution to make qualitative and quantitative analysis consistent with film.

45. When properly exposed, the ASVS system shows excellent potential to improve the efficiency of the aircraft/store certification process.

### **BIOGRAPHY**

Mr. Crandall graduated from San Diego State University in 1983 with a Bachelor of Science in Mechanical Engineering and a Bachelor of Art in Mathematics. He has been employed by the Naval Air Warfare Center Patuxent River since 1989.